

SENATE BILL 1758

By Ketron

AN ACT to amend Tennessee Code Annotated, Title 55,
Chapter 8, Part 2, relative to human-powered
vehicles.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF TENNESSEE:

WHEREAS, the safety of operators of bicycles and human-powered vehicles will be enhanced by allowing them to maintain minimum-sufficient velocity for vehicle dynamic stability and by reducing the time required to negotiate intersections where stopping and accelerating may actually decrease safety to the human powered vehicle, motor vehicles and pedestrians; now, therefore,

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF TENNESSEE:

SECTION 1. Tennessee Code Annotated, Title 55, Chapter 8, Part 2, is amended by adding a new section thereto, as follows:

55-8-202.

(a) This section shall apply only to a bicycle as defined in § 55-52-103 or a human-powered vehicle not normally capable of mounted, static stability without human intervention and does not apply to any motorized vehicle, including bicycles with motor propulsion assist, regardless of the energy source or the horsepower of such propulsion-assisting engine. Motorized vehicles, including mopeds and motor-assisted bicycles, are excluded from this section. Motorized vehicles shall comply with the laws specified for motor vehicles as provided in this title.

(b) A human-power vehicle operator approaching a stop sign shall slow to a reasonable speed or completely stop, if necessary, so as to be able to assess adequately safety and yield the right-of-way to any vehicle or pedestrian legally in the

intersection or approaching the intersection so closely as to constitute an immediate hazard during the time the human-powered vehicle is, or may be, moving across or within the intersection or junction of highways. If at an intersection the human-powered vehicle operator intends to turn right rather than cross such intersection, after slowing to a reasonable speed, adequately assessing safety and yielding the right-of-way, if required, the operator may cautiously make a right turn that does not present a hazard to other vehicles or pedestrians without stopping.

(c) A human-powered vehicle operator approaching a steady red traffic control light shall slow to a reasonable speed or shall completely stop, if necessary, so as to be able to assess adequately safety and shall yield to all other traffic and crossing pedestrians legally in the intersection. Once the operator has stopped or slowed sufficiently to assess adequately safety and properly yield right-of-way to vehicles or pedestrians, the operator may proceed with caution through the steady red light. If the human-powered vehicle operator intends to turn right rather than cross an intersection, after slowing to a reasonable speed, assessing safety adequately and yielding the right-of-way if required, the operator may cautiously make a right-hand turn without stopping. A left-hand turn onto a one-way highway or street that is one-way in the intended direction of travel may be made on a red light after slowing to a reasonable speed or completely stopping, if necessary, to be able to assess adequately safety and yielding to other traffic.

(d) Except as provided in this section, the operator of a bicycle or human-powered vehicle is not relieved of the requirement of knowledge of and adherence to all applicable vehicle traffic safety laws. Operators of bicycle or human-powered vehicles exercising any rights pursuant to this section shall do so safely and prudently and without any intentional risk to other vehicles or pedestrians.

SECTION 2. This act shall take effect July 1, 2014, the public welfare requiring it.